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COUNTRY Soviet Zone of Germany

TOPIC Soviet Rail Shipments

X1 EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT 15 June to 7 July 1950 25X1

X1 DATE OBTAINED [REDACTED] DATE PREPARED 28 July 1950

REFERENCES [REDACTED]

PAGES 7 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

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- 25X1 [] 1. Shuttle-trains [] composed of 48 and 53 boxcars respectively, occupied by an undetermined number of troops, were observed en route from Cottbus to Rathenow on 15 June 1950. (1)
- 25X1 2. Shuttle-train [] composed of 52 boxcars occupied by an undetermined number of troops, was en route from Rathenow to Falkenberg on 15 June 1950. (2)
3. A train of 36 boxcars occupied by an undetermined number of soldiers was broken up in Rathenow, with 5 cars going to Altengrabow, 21 to Wildpark and 10 to Jueterbog at and after 3:18 a.m. on 16 June 1950. (3)
- 25X1 4. Shuttle-train [] composed of 5 boxcars and 31 flatcars carrying an undetermined number of soldiers and about 30 tanks, was en route from Altengrabow to Doeberitz on 19 June 1950. (4)
5. A train of 13 boxcars and 22 flatcars, []
carrying six SP guns, five tanks and twenty-five motor vehicles/
[] went
from Altengrabow to Doeberitz on 20 June 1950. (4) 25X1
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- 25X1 6. Shuttle-train [] composed of 7 boxcars and 30 flatcars carrying an undetermined number of tanks, was en route from Altengrabow to Doeberitz on 21 June 1950. (4)
- 25X1 [] 7. Rail shipments between 19 and 26 June included the following:

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Shipment From-to and Date

54 RR cars with
soldiers; [redacted] Cottbus to
Drewitz
19 June 1950

9 RR cars with
military goods to Werder
19 June 1950

1 RR car with
military goods to Werder
19 June 1950

1 RR car with
military goods to Werder
19 June 1950

52 RR cars with
soldiers; [redacted] Linda to
Satzkorn (6)
20 June 1950

1 RR car with
military goods Werder to
Ellerwitz
20 June 1950

2 RR cars with
military goods Michendorf
to Basa 2
20 June 1950

1 RR car with
military goods to Wildpark
20 June 1950

1 RR car with
chairs Werder to
Teltow
21 June 1950

1 RR car with
briquettes to Werder
21 June 1950

1 RR car with
briquettes to Wildpark
21 June 1950

53 RR cars with
soldiers; [redacted] Lieberose to
Michendorf (7)
22 June 1950

1 RR car with
potatoes to Potsdam
22 June 1950

1 RR car with
military goods Wildpark
to Dresden
22 June 1950

1 RR car with
military goods Werder to
Teltow-West
23 June 1950

3 RR cars with
military goods Kirchmoeser
to Muellrose
24 June 1950

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Shipment	From-to and Date
1 RR car with motorcycles	to Potsdam 24 June 1950
1 RR car with food stuffs	to Brandenburg Altstadt 24 June 1950
10 RR cars with coal	to Beelitz 24 June 1950
1 RR car with military goods	to Potsdam 25 June 1950
2 RR cars with military goods	to Wildpark 25 June 1950
1 RR car with military goods	to Kirchmoeser 25 June 1950
5 RR cars with coal	to Beelitz 25 June 1950
1 RR car with military goods	from Wildpark 26 June 1950
1 RR car with ammunition	to Potsdam 26 June 1950
1 RR car with military goods	to Kirchmoeser 26 June 1950
1 RR car with military goods	to Wildpark 26 June 1950
9 RR cars with coal	to Beelitz 26 June 1950

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8. A train carrying 600 troops en route from Eberswalde to Cottbus, and another train with about as many troops running from Cottbus to Eberswalde passed through Frankfurt/Oder on 29 June 1950. (9)
9. Eighteen strongly guarded new 105-mm AA guns were observed on the ramp of Fuerstenwalde railroad station on 30 June 1950. The guns came from the U.S.S.R. and were to be shipped to the Falkenhagen depot, northeast of Fuerstenwalde. (10)
10. About 1,000 troops, wearing red epaulets and carrying small arms and small baggage, were entrained in 45 boxcars at the Ludwigslust railroad station on 30 June 1950. (11)
11. About 800 troops carrying small arms, gas masks, rolled overcoats and baggage were entrained at the Schwerin railroad station on 30 June 1950. Trucks [redacted] were at the station. (11)
12. A train of 24 boxcars, occupied by an undetermined number of soldiers wearing red-bordered black epaulets, passed through Erfurt on 19 June 1950. The train came from the direction of Gotha and headed toward Weimar. (12)

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- 25X1 13. A train of 24 flatcars carrying trucks, and 6 boxcars occupied by an unidentified number of soldiers wearing red-bordered black epaulets passed through Erfurt on 1 July 1950. The train came from the direction of Weimar and was headed toward Eisenach. [redacted] (13)

- 25X1 14. Two empty trains, one of 45 to 50 flatcars and the other of 45 to 60 boxcars, were sidetracked at the Weimar railroad station from 28 June to 6 July 1950. The boxcars of the latter train were for troop transportation. The trains were guarded by Soviet soldiers. (14)

15. An empty train of 30 flatcars, guarded by Soviet soldiers, was sidetracked at the Apolda railroad station from 28 June to 7 July 1950. (14)

16. Shuttle-train [redacted] composed of 7 boxcars and 12 flatcars, 62 axles, 757 tons, went from Lieberose to Satzkorn on 11 June 1950, carrying troops. (15)

- 25X1 17. Shuttle-train [redacted] composed of 54 boxcars and 12 flatcars, 132 axles, 662 tons, went from Guben to Wustermarke on 11 June 1950; it was an empty shuttle-train for transportation of troops, except for the 12 flatcars that carried motor vehicles and which were dispatched to Kummerdors. (15)

- 25X1 18. Shuttle-train [redacted] composed of 45 boxcars, three gondola cars and one coach, 108 axles, 914 tons, was en route from Frankfurt/Oder to Rathenow on 11 June 1950, carrying troops. (16)

- 25X1 19. A train of 15 boxcars, 5 flatcars, 5 gondola cars and one coach, 112 axles, 1,445 tons, went from Loesau to Satzkorn on 11 June 1950, carrying troops. [redacted] (17)

- 25X1 20. Shuttle-train [redacted] composed of 55 boxcars, three gondola cars and one coach, 108 axles, 832 tons, was en route from Falkenberg to Rathenow on 12 June 1950, carrying troops. (16)

- 25X1 21. Shuttle-train [redacted] composed of 53 boxcars and one coach, 108 axles, 826 tons, was en route from Rathenow to Falkenberg (?) on 12 June 1950, carrying troops. (18)

- 25X1 22. Shuttle-train [redacted] composed of 14 coaches, 28 axles, 275 tons, was en route from Weimar to Rathenow on 14 June 1950, carrying troops. (19)

- 25X1 23. Shuttle-train [redacted] composed of 53 boxcars and one coach, 108 axles, 809 tons, went from Cottbus to Dallgow-Doebritz on 14 June 1950, carrying troops. (16)

- 25X1 24. Shuttle-train [redacted] composed of 56 boxcars, three gondola cars and one coach, 120 axles, 836 tons, was en route from Frankfurt/Oder to Wustermarke on 14 June 1950, carrying troops. (16)

- 25X1 25. Shuttle-train [redacted] composed of 15 coaches, 32 axles, 310 tons, went from Rathenow to Riesa on 15 June 1950, carrying troops. (19)

- 25X1 26. Shuttle-train [redacted] composed of 53 boxcars and one coach (109 axles, 547 tons), left Rathenow for an unidentified destination via Bittenberg on 15 June 1950, carrying troops. (18)

- 25X1 27. Shuttle-train [redacted] composed of 52 boxcars and one coach, 114 axles, 818 tons, was en route from Rathenow to Cottbus (?) on 15 June 1950, carrying troops. (18)

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28. A train of 46 boxcars loaded with ammunition and 14 flatcars, serving as crash cars, 122 axles, 1,297 tons, [redacted] proceeded from Altengrabow to Tschepchin on 15 June 1950.

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29. Shuttle-train [redacted] composed of 58 boxcars and one coach, 118 axles, 901 tons, was en route from Frankfurt/Oder to Werder on 16 June 1950, carrying troops. (16)

30. Shuttle-train [redacted] composed of 53 boxcars and one coach, 110 axles, 838 tons, went from Linda to Jueterbog on 16 June 1950, carrying troops. The troops were detrained outside Jueterbog and the train left for Magdeburg. (16)

31. Shuttle-train [redacted] composed of 58 boxcars and one coach, 118 axles, 611 tons, was en route from Werder to Wustermark on 16 June 1950; empty shuttle-train for transportation of troops.

32. A train of 17 coaches, 39 axles, 300 tons, went from Luckenwalde to Guesen on 16 June 1950, carrying troops.

33. Shuttle-train [redacted] composed of 54 boxcars and one coach (110 axles, 791 tons), was en route from Jueterbog-Altes Lager to an unidentified destination via Falkenberg on 17 June 1950, carrying troops. (18)

34. Shuttle-train [redacted] composed of 52 boxcars and one coach, 110 axles, 756 tons, went from Cottbus to Drewitz on 19 June 1950, carrying troops. (16)

35. Shuttle-train [redacted] composed of 52 boxcars and two coaches, 110 axles, 850 tons, was en route from Jaroszin to Satskorn on 20 June 1950, carrying troops. (16)

36. A train of 38 boxcars and 11 gondola cars, 110 axles, 585 tons, ran from Frankfurt/Oder to Aken on 20 June 1950, carrying troops.

37. Shuttle-train [redacted] composed of 54 boxcars and one coach, 110 axles, 585 tons, went from Wustermark to Jueterbog-Altes Lager on 21 June 1950; empty shuttle-train for transportation of troops.

38. Shuttle-train [redacted] composed of 54 boxcars and one coach, 110 axles, 861 tons, was on its way from Jueterbog-Altes Lager to an unidentified destination via Falkenberg on 22 June 1950, carrying troops. (18)

39. Shuttle-train [redacted] composed of 53 boxcars and one coach, 108 axles, 1,078 tons, went from Guben to Drewitz on 22 June 1950, carrying troops. (16)

40. Shuttle-train [redacted] composed of 52 boxcars and one coach, 110 axles, 530 tons, was en route from Wustermark to Jueterbog-Altes Lager on 23 June 1950; empty shuttle-train for transportation of troops.

41. Shuttle-train [redacted] composed of 52 boxcars, 108 axles, 600 tons, went from Dresden to Rathenow on 23 June 1950; empty shuttle-train for transportation of troops.

42. Shuttle-train [redacted] composed of 54 boxcars and one coach, 112 axles, 762 tons, ran from Jueterbog-Altes Lager, possibly to Cottbus, on 25 June 1950, carrying troops. (18)and(19)

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Comments.

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- (1) Two trains with recruits en route to Rathenow. Another train with recruits was unloaded in Rathenow on 19 June 1950.

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- (2) Train from Rathenow carrying soldiers due for demobilization. See Comment (19). Other trains carrying troops to be demobilized were observed between 6 and 21 June 1950.

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- (3) The soldiers were presumably recruits for units of the IV Arty Corps. Those going to Altengrabow were probably for artillery units of the 6th Arty Div from Rathenow, which was training there at that time, or for an AAA division, possibly the 32d.

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- The recruits going to Wildpark were presumably for the 30th Gds Gun Arty Brig or the 2d Gds AAA Div. Those going to Jueterbog were for the AT Arty Brig there, possibly the 4th.

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- (4) Three trains carrying troops of the 1st Mecz Div

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- The troops were probably the same tank units which were entrained in Doeberitz on 1 June 1950.

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- Artillery units boarding two trains on 2 June 1950 and tank and artillery troops being unloaded from one train on 16 June 1950 were observed in Doeberitz.

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- It is believed that all units of the 1st Mecz Div which left Doeberitz by rail went to Altengrabow for short training cycles.

- (5) Shipment of recruits for a unit in Drewitz, presumably a signal unit.

- (6) Shipment of recruits for units in Krampnitz.

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- (7) Michendorf was presumably not the receiving station. The soldiers, possibly due for demobilization, may have belonged to a headquarters unit of the Fourth Gds Mecz Army or the 10th Gds Tank Div in Krampnitz and were returning to Krampnitz. Units from Krampnitz probably held exercises in the Lieberose area, judging from reports on rail movements in early June 1950.

- (9) The train going to Cottbus presumably carried recruits, and the train from Cottbus soldiers due for demobilization.

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- (10) AA guns of 105 mm caliber may exist but none have been seen in the Soviet Zone of Germany. The Falkenhagen depot covers a restricted area with numerous groups of bunkers. [redacted] The AA guns might have been intended for the protection of the depot.
- (11) As the soldiers carried small arms, they may have gone to courses or training grounds in the Soviet Zone of Germany.
- (12) Possibly troops from the Kindel troop training grounds, traveling to their home stations to be shipped from there to the U.S.S.R. for demobilization.
- (13) Troop train going to the Kindel troop training grounds.
- (14) The guarding of the empty trains indicates that they would be used soon for transportation of troops.
- (15) Two similar troop trains were observed heading in the same direction on 3 June 1950. [redacted] They presumably carried a headquarters unit of the Fourth Gds Mecz Army or an element of the 10th Gds Tank Div.
- (16) Presumably trains with recruits, two going to Rathenow, two to Doeberitz and two to Drewitz, and one going to Werder, one to Jueterbog and one to Satzkorn. The report does not indicate whether the trains arrived via Guben, Frankfurt/Oder or Kuestrin. Trains passing through Kuestrin would have been reported by [redacted]
- (17) Judging from the weight, the train must have carried a very heavy load, possibly ammunition in the 15 boxcars. This assumption is contradicted by the fact that the receiving station was Satzkorn. [redacted] As neither a supply depot nor a troop training grounds are located in the Loesau area, the entraining station was probably incorrect. An analysis of the shipment cannot be given.
- (18) Six trains, three en route from Rathenow and three from Jueterbog to the U.S.S.R., carrying soldiers due for demobilization. Shuttle-train [redacted] carried Soviet dependents rather than Soviet troops.
- (19) Comment. Soviet military railroad officials are careful to disguise military entraining and detraining points. Trains which were reported to have been dispatched from Frankfurt/Oder, Guben, etc., come almost exclusively from the U.S.S.R. Trains, which were reported to have been dispatched from Weimar, Cottbus, Dresden, etc., may have actually passed through these stations, which were only recorded as stations of departure by the railroad district authorities concerned. This may also be true of all stations mentioned if they were recorded as receiving stations. The stations of Falkenberg and Wittenberg also may be transit stations in the majority of cases.

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